Continued from first page

boats were rather poor affairs, and not to be depended on. Regarding the conduct of the people on the boat deck, of the port side of which he was in charge, Lighttoller testified that "they could not have been quieter had they been in church.'

The investigation is proceeding slowly, which is largely due to the evident lack of familiarity of the chairman, Senator Smith, of Michigan, with things nautical. To forestall this very contingency, the President placed at the disposal of the committee General Uhler, chief of the Steamboat Inspection Service, but thus far the committee has not availed itself of his services to any considerable extent. Were he permitted to interrogate the witnesses under the supervision of the committee the investigation would move much more rapidly, and the interrogator and the witness would be much less frequently at cross purposes.

In the course of his testimony Mr. Ismay said that the engines of the Titanic were making only seventy-five revolutions, while the full speed would have been eighty. This statement was partially contradicted by the second officer, who expressed the belief that the Titanic was making 221/2 to 23 knots when she struck the iceberg and that the friction.

#### HAD SIGHTED NO ICE TWO HOURS BEFORE IMPACT.

Lighttoller testified that he had learned from the captain of the proximity of ice, although none had been seen. This was from the wireless relayed from the Amerika by the Titanic. Lighttoller went on watch at 6 p. m. Sunday. About 9 p. m. Captain Smith came on the bridge, discussed the possibility of meeting ice, remarked that it was exceptionally clear, but that should it become hazy it would be necessary to reduce speed.

The captain expressed the belief that they might sight ice about 11 p. m., although the latitude of the berg sighted by the Amerika was not given, according to the witness. He believed the ship continued at full speed, although the captain might have ordered the chief engineer to reduce the number of revolutions without advising the second officer.

In this relation it is noteworthy that Captain Rostron of the Carpathia, although reluctant to say anything which might be construed as a criticism of Captain Smith, was compelled to admit on examination that while he ran at full speed to the rescue of the Titanic, he doubled his lookout, and, further, that he would not, having been advised of the proximity of the ice, have taken that risk had it not been for his realization of the peril of the human complement of the Titanic, his last advices from that ship having been that her engine room was fast filling.

The second officer of the Titanic admitted that the precaution of Captain Smith thought his ship would be in the vicinity of the ice about 11 p. m. At 10 p. m. Lighttoller completed his watch and turned the bridge over to First Officer Murdock, who went down with the ship.

The testimony of Lighttoller also served to emphasize the utter inadequacy of the lifeboat provision. There were, in all, twenty of Lighttoller, "he responded, 'Yes, and lower away." these-sixteen regulation wooden boats, two collapsible part-canvas boats and two smaller boats, which he termed "emergencies." One of the collapsibles became entangled in the tackle and was not launched at all, and another, which had been stowed on top of the officers' quarters, proved so inaccessible and required so much effort to launch came up to the Titanic. This report is in full as follows: that it had not been put over the side when the ship went down. It then capsized, but about thirty, mostly of the crew, including Lighttoller, managed to scramble on its bottom, and were subsequently taken aboard one of the lifeboats.

It was a thrilling story that was told by Captain Rostron of the Carpathia, despite the fact that he had not seen the Titanic go down, miles from Titanic. Sent for chief engineer and ordered out another watch of and the committee room seemed to take on the very air of the sea.

"I love a man like that," remarked one elderly spectator. "I could

lick the salt off the face of such a hero."

And when, his voice faltering, the captain explained that he had not taken from one of the boats the corpse of a sailor who had perished of exposure because of the already agonized frame of mind of the survivors, and related other details of the sufferings of those who, illy clad, had been four hours exposed to a temperature of 31 degrees, it would have been possible to hear a pin drop in the committee room.

Hardly less dramatic was the testimony of Lighttoller, although at no time was he permited to tell his story in narrative form, being subjected to constant questioning. He is a slight, determined looking young man, with clean cut features and evident simplicity, actuated by an almost painful desire to tell the exact truth, answering every question concisely and with never a suggestion of a smile, even when the chairman showed that he had supposed the "bulkheads" which were to have made the Titanic unsinkable consisted of air and watertight chambers, in which, he suggested, many of the passengers might have taken refuge on the assumption that they, at least, would float.

## DIDN'T LEAVE SHIP TILL IT LEFT HIM, HE SAYS.

"What time did you leave the ship?" asked Senator Smith, soon after Lighttoller took the stand.

"I didn't leave it," replied Lighttoller.

"Did it leave you?" "Yes, sir."

"Was the suction a deterrent in making progress from the scene?"

"It was hardly noticeable.

"Where were you when the Titanic sank?"

"In the officers' quarters."

"Were all the lifeboats gone then?"

"All but one," said Lighttoller. "I was about fifteen feet from it. It was hanging in the tackle, and they were trying to get it over the bulwarks the last time I saw it. The first officer, Mr. Murdock, who lost his life, was managing the tackle."

"Did you see Mr. Ismay then?" "No."

"When did you see him?"

"When we started to uncover the boats. He was standing on the boat deck."

"What was he doing?" "Standing still."

"Talking with any one?"

"No." "Was he fully dressed?" "I couldn't say for sure; it was dark."

"How long did you see Ismay there above?"

"Just as I passed."

"When you saw Mr. Ismay twenty minutes after the collision were there any other passengers near him?" "I did not see any one in particular," said Lighttoller, "but there

might have been some.' A few minutes after the impact, Lighttoller said, he went back to

"Why?" asked Senator Smith, in astonishment.

"Because there seemed no call for me on deck."

"Call or cause?"

"Neither call nor cause."

## DESCRIBES IMPACT AS "A SLIGHT JAR."

The witness described the impact as a "slight jar, followed by a grinding sound."

"You say that Sunday you were advised by the captain, by word of mouth, of icebergs in near proximity, and when you were relieved at 10 p. m., as officer of the ship, by First Officer Murdock, you passed the information to him, and he said, 'All right'?"

"The forward funnel went by the board and struck a great many of those in the water," said Lighttoller.

"Were any killed?"

"I don't know."

A moment before the funnel broke the collapsible lifeboat on the officers' quarters floated off, and twenty or more persons, including Colonel Gracie, J. B. Thayer, Phillips and McBride, the wireless operators, and Lighttoller, clung to the collapsed life craft. The funnel hit a number of those clinging to this boat. They released their hold and sank back into the sea. The force of the funnel's blow forced the frail lifeboat fifty feet away from the Titanic, and left those clinging to it again struggling in the sea. Some managed to swim to the lifeboat again, but many of the unfortunates went down in the attempt, completely exhausted. Ultimately thirty persons climbed on

"The lifeboats could carry sixty-five persons at risk to all," explained Lighttoller, "but for safety twenty-four women and two seamen only were sent in the first boat."

"How did you choose seamen?"

"Those standing nearest." "Did they want to go?"

PASSENGERS AIDED IN GETTING BOAT CLEAR.

"I didn't ask them. When we cleared the second boat I realized a list of the crew and steerage had been sent to the Minnewaska, so we did not down, meaning until use had so smoothed her bearings as to reduce the situation was getting serious and put all the women near by into duplicate them." it-about thirty-five. It took fifteen to twenty minutes to clear the boats and lower them with people. The boats were safe for forty persons, provided the tackle worked right. In the third boat there was only one seaman to man it. I could not spare either of the only two seamen who were assisting me. A first class passenger near by interposed and said: 'I'll go, if you like.'

"'Are you a sailor?' I asked him. He answered: 'I'm a yachtsman.' "'Prove that you are a sailor by getting that fall clear. You'll

have to be a sailor to do it,' I warned him. "He proved a good sailor, went in the boat and did brave work in protecting the women and children."

"Who was he?"

"Major Peuchen, of Toronto."

The second officer said all the women and children he could get into each boat were sent away rapidly thereafter. He didn't have time to count each boatload, but gathered a load for each boat.

"Were the passengers, particularly the women and children, easy to manage and quiet?"

"Yes; they couldn't have stood more quiet had they been in a

"Where did you last see Captain Smith?" the Senator asked. Lighttoller said he saw him several times on the boat deck, but that his

last recollection of Captain Smith was walking across the bridge of the Titanic. "I was busy at my own work, about fifty feet away, and I recollect seeing doubling the lookout on his ship had not been taken. He said that the captain walking across the bridge. I did not then hear him giving any orders.

"When the Titanic sank were her decks intact?" "Absolutely intact," said Lighttoller.

Senator Smith asked what was the last order he heard Captain Smith give.

"When I asked if I should put the women and children in boats," replied

"What did you do?" "Obeyed orders."

Captain A. H. Rostron of the Carpathia read to the committee the report he sent to the home office of the company under date of yesterday, in which he gave the details of his arrangements to cope with the situation when he

"R. M. S. Carpathia, April 19, 1912. "To General Manager, Cunard Steamship Company, Ltd., Liverpool.

"Sir: The following may be of interest to you. Monday, 15th inst., informed of urgent distress message from Titanic. Had struck ice. Required immediate assistance. Position of Titanic, 41:16 North, 50:14 West. I immediately ordered PICKED UP BY LIFE RAFT MRS. A. BELMONT, VISITOR leave the vessel's side were hardly filled." ship turned and set course, we then being South 52 E. (true), fifty-eight (58) stokers and to make all possible speed. Gave orders to get all lifeboats pre- Others Clinging to Its Edges The Financier's Wife Providing was the first to be lowered away. spare gear taken out and boats swung out ready for lowering. Then Soon Became Exhausted, Said | Clothes and Money for Those sent for English doctor, purser and chief steward, and gave following instruc-

"English doctor-With assistants, to remain in first class dining room. "Italian doctor-With assistants, to remain in second class dining room. "Hungarian doctor-With assistants, to remain in third class dining room.

"Each doctor to have supplies of restoratives, stimulants and everything to hand for immediate need of probable wounded or sick.

"Purser-With assistant purser and chief steward, to receive passengers, etc., at different gangways, controlling our own stewards and assisting passengers to dining rooms, etc. Also to get Christian names and surnames of all survivors as soon as possible to send by wireless. Inspector, stewards and master-at-arms to control our own steerage passengers and keep them out of third class dining hall, and also keep them out of the way and off the deck to

## INSTRUCTIONS TO CARE FOR SURVIVORS.

"Chief stewards-That all hands would be called, and to have coffee, etc., ready to serve out to all our crew. Have coffee, tea, soup, etc., in each saloon; and declares Mr. Ismay literally was trimmer, both feet frostbitten, and Thomas blankets in the saloons, at the gangways, and some of the boats. To see all thrown into the lifeboat by a seaman, who Whitley, walter, burns and fractured right boats and was with Williams on the Carrescued cared for and immediate wants attended to.

"My cabin, and all official cabins, to be given up. Smoke room, library, dining rooms would be utilized to accommodate the survivors. All spare berths in steerage to be utilized for Titanic's passengers. All our own steerage passengers grouped together.

"Stewards should be placed in each alleyway, to reassure our own passengers, should they inquire about noise in getting our own boats out, etc., or the working of the engines.

"To all I strictly enjoined the necessity for order, discipline and quietness and to avoid all confusion.

"Chief and first officers-All the hands to be called. Get coffee, etc. Prepare and swing out all boats. All gangway doors to be opened, electric sprays in each gangway and over each side. A block with line rove in each gangway. A chair slung at each gangway for getting up sick and wounded. Bo'sun's chairs, pilot ladders and canvas ash bags for children. Cargo falls, with both ends clear; bow lines in the ends and bights secured along ship's side for boat repes or to help the people up. Heaving lines distributed along the ship's side and gaskets handy near gangways for lashing people in chairs, etc. Forward derricks topped and rigged, and steam on winches; also told off officers for different stations and for certain eventualities.

"Ordered company's rockets to be fired at 2:45 a. m. and every quarter hour thereafter to reassure Titanic.

"I may state that canvas ash bags were of great assistance in getting the

infants and children aboard.

"I think you will hear from other sources that we had made every prepara-A. H. ROSTRON, Captain, Carpathia." tion possible. The night session of the Senate committee began at 9 o'clock. J. Bruce

#### Ismay and P. A. S. Franklin, vice-president of the White Star Line, came early belt I would have been killed. I noated for and took seats together in the corner behind the witness chair, where they could what I believe was about two hours. There hear the testimony.

#### CARPATHIA'S OPERATOR HEARS CALL FOR HELP The first witness was Thomas Cottan, a pink cheeked Englishman of twenty-

one, who was the Marconi operator on the Carpathia. The Carpathia's wireless range, he said, was about 250 miles. Conditions Sunday night were good. He had been receiving news from Cape Cod and was trying to get in touch with the Parisian to confirm a message previously received from her. "I was getting ready to turn in; it was about 11," he said, "but I still had

the receiver on my head. I had had a message from the Titanic about 5:30. It was a message for Mrs. Marshall, one of our passengers. "I called the Titanic, saying I had received messages from Cape Cod for her.

The reply was, 'Come at once: it is a distress message; C Q D.' I confirmed it, asking them if I was to report to the captain. They answered 'Yes.' "Have you been misled by messages without confirmation?" asked Senator

"Suppose this had not been confirmed?" "I would have reported it to the captain."

"Then," said Cottan, resuming his story, "I asked the Titanic for her position and reported it to the captain. About four minutes later I called again. The ship was making about 21 to 211/2 knots, Lighttoller testified. confirming the position, and got the answer, 'All right.' I heard a message from for \$250 a year,

According to the second officer, one hundred or more persons were thrown into the water or jumped before the Titanic went down. For

"I asked the Titanic if they knew the Olympic was calling. They answered no; they could not read it because of the rush of air and the escape of steam. Then the Titanic called the Olympic, saying to come at once as they were head

down. The Olympic acknowledged the receipt of the massage. "Then I caught a message from the Baltic and told the Titanic to call her. I was in regular communication with the Titanic until I got the last message: 'Come quick; our engine room is filling up to the boilers.' I acknowledged it

with the signal 'R E,' and reported to the captain. "Then I told the Titanic we were coming as hard as we could come. with a double watch in the engine room and our boats all ready, and to be ready with the lifeboats when we came. I got no acknowledgment from the Titanic.

never heard from her again." Senator Smith then began to question Cottan about conditions aboard the Carpathia after picking up the Titanic's survivors. He said he was on duty all day Monday, all Monday night, all day Tuesday and finally fell asleep for two or three hours Tuesday night. He said he awoke about dawn on Wednesday and was at his post all day Wednesday. On Wednesday night the junior man on the Titanic came up to give him a hand.

"I was rather tired, sir," said Cottan. "Were there many attempts to communicate with your ship on Monday?

Did you take any messages on Monday?" "I can't remember what I did. The record of messages received is on file on the ship. We were in communication with some ship all the way."

"Do you recall receiving any message from the President of the United "No, sir. The Chester called about 9:30 Tuesday morning for a list of the first and second class passengers. The list had been sent to the Olympic and

Cottan was excused with the direction to be on hand at 10 o'clock this morning with the junior operator from the Titanic.

#### SAW MRS. STRAUS PUSH MAID INTO BOAT.

Alfred Crawford came next. He was a bedroom steward on the Titanic.

He stood at the boat in which Mrs. Isidor Straus refused to embark. "She put her foot on the gunwale," said Crawford; "then she changed her mind and went back to her husband, saying, 'We've been living together for a good many years, and where you go I go.' Then she pushed her maid into the boat and stood by Mr. Straus. That was boat No. 8. The captain was personally superintending the loading of that boat. He told us to pull for a light that we saw—the light of a ship in the distance—to land the women and return. hour before becoming fearful. Then Mr. We pulled and pulled, but we couldn't reach the light."

"Did you hear an explosion?" asked Senator Smith.

"I heard a sharp explosion while we were lying-to in the lifeboat. We were some distance off when she went down bow first. The lights in the bow went Mr. Widener and Harry, a few minutes out first. She was clear of the water from amidships aft.

"Did you know Mr. Ismay?"

"Yes, sir." "Did you see him?"

they would be on hand.

"Yes; he and Mr. Murdock (the first officer) were lowering No. 5, on the boat. As the boat pulled away from the starboard side, under the bridge. I think it was the third boat in the water. Titanic I saw one of the officers shoot him-Then I went to the other side and didn't see him get into a boat."

"They had a drill at quarters at Belfast before they sailed," Crawford said. Into the sea." Crawford, too, was told to return this morning. The hearing will continue 10 o'clock. It was adjourned about 10:30.

Senator Smith said that he adjourned somewhat earlier than he had intended because he was tired. Mr. Burlingham, secretary of the White Star Line, is overcome by the disaster. The family called his attention to the fact that many of the 210 survivors of the crew ex- has received messages of sympathy from pected to sail to-day on the Lapland.

"I have no intention of holding them," said Senator Smith, "though I cannot say that I may not want some of them. I wish only to be sure that the fifteen I have subpænaed and those who have already testified will be here." P. A. S. Franklin joined Mr. Burlingham in assuring Senator Smith that

# BLOWN FROM SHIP'S DECK CARING FOR SURVIVORS

One Hundred Sufferers.

The hospitals of this city are caring for

others are distributed throughout the city.

edy from those who had been on the Ti-

The house surgeon at St. Vincent's said

were of the Titanic's crew. Their names

all suffering from shock and exposure

The Sydenham Hospital, in East 116th

street, had two women patients, who were

Mrs. August Belmont and some women

friends went to St. Vincent's yesterday

and talked with many of the Titanic sur-

parture that Mrs. Belmont had arranged

supplies of clothing and money, and would

they leave the institution.

to make the patients comfortable with

see that they were well cared for when

Mrs. Katherine Youssaf, who, with her

children, Mary, one year old, and Michael,

four years old, was at Believue Hospital,

gave an account of the sinking of the Titanic yesterday. She said that after she

had been placed in a lifeboat with her

water accidentally and thought he was

drowned. Several hours later, when the

Carpathia began picking up the Titanic's

lifeboats, Mrs. Youssaf found that Michael

had been rescued by a steward in another

children, she dropped her boy into the

tante when she struck the leeberg.

Titanic's Barber Tells of Falling St. Vincent's Hospital Alone Has on Chairs and Floating.

'Goodby!" and Sank.

By Telegraph to The Tribune. Philadelphia, April 19.-August H. Welkman, of Palmyra, N. J., ship's barber on liner Titanic, more than one hundred of the Titanic, who was among those rescued, these being at St. Vincent's Hospital, while

the ocean 765 times, is fifty-six years old.

According to Welkman, he was the last man of those rescued who spoke to Colonel these patients are men, three of whom father, and both managed to reach a John Jacob Astor.

Welkman says he was a witness of the are John Thompson, stoker, with a fractscene when J. Bruce Ismay left the Titanic, did not recognize him, and thought he was leg. interfering with the work. He asserts that At Believue Hospital there were seven

only under physical compulsion. "I was in my barber shop reading," Welkman, "when I felt a slight jar, and realized we had struck something. I went to the gymnasium to see whether others had noticed it. I found some of the men punching the bag, with Coloni Astor, Mr. Widener and a number of others watching

"I had known Mr. Widener for some time, and I advised him to put on a life-

belt. He laughed at me. 'What sense is there in that? This boat isn't going to sink,' he said to me. There is plenty of time. We're safer here than in a small boat, anyway."

"Then came the order to man the boats, and I went on deck to help. The rule was observed of sending over four women and then a man to look after them. When tanic went down Mrs. Davis was forced to women had been put over a seaman turned to Mr. Ismay and ordered him over the side. Mr. Ismay refused to go, when the seaman seized him, rushed him to the

rail and hurled him over. "While I was still helping at the boats

sion and the ship seemed to split in two. There was a rain of wreckage and a big piece of timber fell on me, striking my lifebelt. I believe if it had not been for the vivors. It was announced after her dearms reached down and drew me aboard a life raft. The man who did this was seaman named Brown, whose life I prob bly had saved two years ago by hurrying him to a hospital in England when he was taken ill suddenly.

others were in the water up to their necks, hanging on to the edges of the raft. The raft was already awash, and we could not take them aboard. One by one, as they became chilled through, they bade us goodby and sank. In the bottom of the raft was a man whom I had shaved that morning, and whom I had been told was worth \$5,000,000. I did not know his name. "And so we floated on the raft, bereft of hope and stupefied by the calamity, until

injured they had to take me on board in a hoatswain's chair. SUNDAY'S NEW-YORK TRIBUNE Mailed anywhere in the United States

picked up by the Carpathia. I was so hadly

WENT DOWN ON LINER

Survivors Tell Thrilling Stories of the Fearful Sea Tragedy.

#### SAW OFFICER SHOOT HIMSELF

Mrs. Widener Says Captain Jumped Into Ocean-Survivor States Passengers Thought Ship Safer than Lifeboats.

[By Telegraph to The Tribune.] of the Philadelphia survivors apparently are in good physical condition. The exceptions are Mrs. George D. Widener, whose husband and son were drowned; Mrs. John B. Thayer, who mourns the death of her husband, and Augustus H. Weikman, who was severely injured when he was blown into the ocean by the explosion of the Titanic's bollers.

The survivors tell thrilling stories of the rightful disaster.

In describing her experiences, Mrs. George D. Widener said that she had seen Captain Smith of the liner jump from the bridge into the sea, and that a moment previous she had seen another officer turn a revolver upon himself and send a bullet into his

#### Saw Officer Shoot Himself, "Mr. Widener and I had retired to our

cabin for the night," she said, "when the shock of crashing into the iceberg occurred. We thought little of it and did not leave our cabin. We must have remained there an Widener went to our son Harry's room and brought him to our cabin. A short time later Harry went to the deck and hurried back and told us that we must go on deck. later, went on deck and aided the officers, who were then having trouble with those in the steerage. That was the last I saw of my husband or son

"I went on deck and was put into a lifesaw Captain Smith jump from the bridge

Mrs. Widener is at her home at Elkins Park, near here. The entire Widener family, which is among the most prominent in Philadelphia's financial and social circles, all parts of the world. When Mrs. William E. Carter stepped

into a lifeboat, she saw there were no

enough men to man the oars. "There was nothing else to do," she said, "so I took an oar." And as long as the boat bobbed about in the sea she bent over the oar with he strength borne of unusual courage. Mrs. J. B. Thayer also bent her back to the oar in the lifeboat in which she was placed, and worked for hours battling with the waves, until picked up by the Car-

#### Boats Only Partly Filled.

Mrs. Thomas Potter, jr., declared that the passengers on the Titanic had no idea the steamer was badly damaged, and had confidence in the statement that she was nonsinkable. "As a result, the first boats to "There were only about ten others in the boat in which I was, which

I saw Colonel and Mrs. Astor at the rail as we rowed away, and they declined on the big liner than in the cockle-shells amid the floating ice. They simply would not believe that there was any danger. At more than 125 survivors of the White Star least forty more persons could have been accommodated in our boat, if they had only

Richard M. Milliams, from Germana-

listened to the ship's officers.

Hundreds of persons called at the different own, was the last to be saved from institutions asking for relatives, seeking aboard the Titanic. He was in the stern of for friends from whom they had not heard, the liner when she went down, and sald that the big liner just parted in the middle and listening to accounts of the sea trag-Buffeted about in the ice, he was finally able to get aboard one of the rafts and was picked up by one of the boats about that nearly one hundred patients are being two hours later. He saw John B. Thayer, jr., who jumped cared for there, only three of whom are not in favorable condition. Thirty-five of verboard from the Titanic with his

raft. The raft was upset, however, both

nen being dumped into the water. The

ured right arm; William McIntyre, coal elder Thayer was never seen again, but young Thayer was picked up by one of the pathia. James McGough, a buyer, told one of the Mr. Ismay was striving to help in the work survivors, three Syrian women and four most complete stories of the end of the Tiof launching the boats, and went overboard children. They were removed to the hos- tanic. Owing to his tremendous strength pital early yesterday morning. Two of the he had been forced into the second boat children are suffering from measles, and to leave the Titanic as one of the crew were later taken to the Willard Parker Mr. McGough disagrees with most of the

He places the collision as occurring at 11:4

There are twelve women survivors at the He said: Junior League Home, 78th street and East
River, but none of them was in a serious
condition, it was said. St. Luke's Hospital
it seemed to me nothing more serious than

Hospital for treatment. The women are survivors as to the time of the accident.

condition, it was said. St. Luke's Hospital shelters eight survivors, four women and four children. All are suffering from exposure. Two of the women lost their husbands in the disaster.

In the Clara De Hirsch Home for Immigrant Girls, No. 233 East 13th street, six survivors are being treated. One of them, Mrs. Agnes Davis, a widow, was coming from her home in Cornwall, England, to join her son in Michigan. When the Titanic went down Mrs. Davis was forced to leave one son, twenty years old, behind on the upper deck, while she took a younger son, only eight years old, in the lifeboat with her.

The Sydenbar Hospital in East 118th

## None Knew Titanic Was Sinking.

"I am proud and happy to state that the utmost loyalty, obedience and attention were shown to me by all the officials and the men working under them also, all working with perfect willingness and without the slightest confusion or unnecessary noises.

"As each official saw everything in readiness he reported to me personally on the bridge that all my orders were carried out, enumerating the same, and that everything was in readiness.

"The details I left to the several officials, and must say they were most efficiently carried out.

"The details I left to the several officials, and must say they were most efficiently carried out.

"I am proud and happy to state that the utmost loyalty, obedience and the ship took an awful lunge, throwand the ship to

some men at least in them to have ours. It required courage to step into those frail looking things. They looked as if the seas would swamp them.

An officer rushed up to me and shouted in my ear that I was big enough to pull an oar. He ordered me to get into the boal, and I did. I feared to go as I did. The ship looked safer to me. I didn't want to go.

ship looked safer to me. I didn't wan, to go.

I was in the second boat that left the Titanic. Including myself and the rest of the crew, there were forty-one persons in the boat. As we pulled away we could see boat after boat filled and lowered. Despite the fact that they were new and the equipment was supposed to be first class, the blocks jammed in many instances, throwing the boats at a dangerous angle.

As the lifeboats pulled away we could hear an officer ordering the band to play. The Titanic was all aglow with lights. We pulled three-quarters of a mile away and could see her settling slowly. First we saw the lights of the lower deck snuffed out, a little later the second deck illumination darkened, and this was followed by darkening of the third and upper deck. People were crowded on the decks looking for more lifeboats. Some of the lifeboats were caught in the merciless swirl as the Titanic went to her grave and went under with her.

NEW UNION DIME PRESIDENT.

Alexander P. W. Kinnan, who has been first vice-president of the Union Dime Savings Bank for the last fifteen years, has been elected president to succeed Charles.

E. Sprague, who died March at Mr. Kin. SUNDAY'S NEW-YORK TRIBUNE

E. Sprague, who died March 2l. Mr. Kinnan is a member of the firm of J. Romaine Brown & Co. and a director of the Manhattan Life Insurance Company, the Mutual Bank and other institutions and corporations. Mailed anywhere in the United States for \$2 50 a year.